

4. Create a Bloomingdale Linear Park

The raised Bloomingdale rail corridor, owned by Canadian Pacific Railway and unused for several years, presents an opportunity for the creation of an elevated linear park that includes a trail and passive areas. In addition to providing a new transportation route that could connect to existing bike lanes to the north, south and east, the greenway would afford recreational opportunities and improved aesthetics for area residents. Access points, approximately every six to nine blocks, along with a passive river edge on its eastern end, would provide additional opportunities for greenspace creation.

POTENTIAL NEW OPEN SPACE—12.4 acres

Existing Conditions



**Uninterrupted separation
from cars**

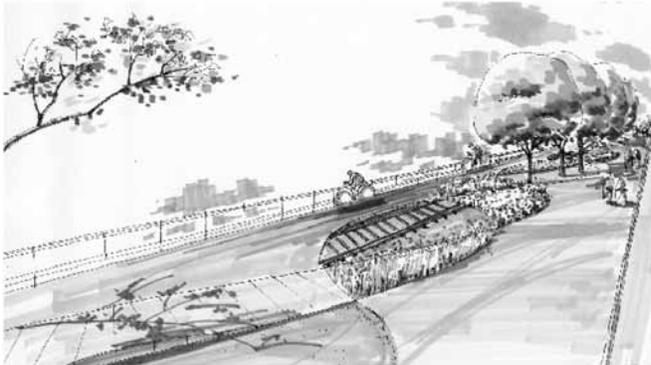


Big Bluestem thriving



Great Views

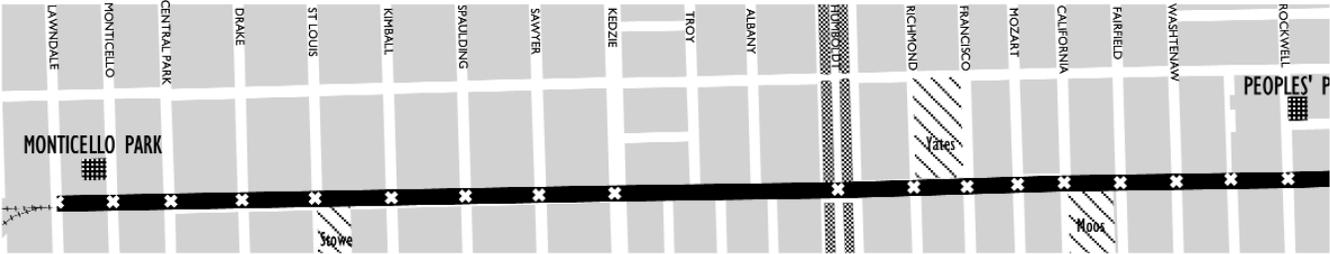
Examples of New Design



Next Steps

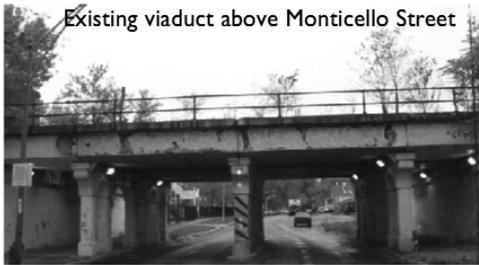
- Assess the structural integrity of 37 viaducts along the route.
- Conduct environmental assessment.
- If feasible, identify potential funding sources for park development and potential viaduct repair and replacement costs.
- Negotiate rail line acquisition from Canadian Pacific Railway.
- Examine the potential acquisition of riverside land at 1501 W. Cortland Ave.

BLOOMINGDALE LINEAR PARK



- CITY BLOCK
- BOULEVARDS
- BLOOMINGDALE LINEAR PARK
- PUBLIC SCHOOL
- CPD PARK
- x STREET VIADUCT

REPLACE 37 VIADUCTS WITH PEDESTRIAN/BICYCLE BRIDGES AS NEEDED



Example of pedestrian/bicycle bridge designed for Chicago's Valley Line Trail.

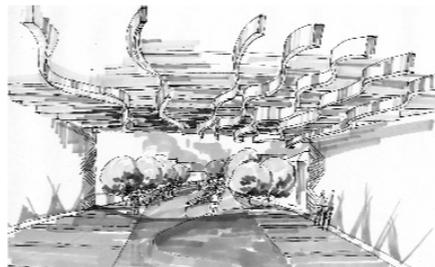
Existing beam frame pedestrian/bicycle bridge over the North Branch of the Chicago River at Carmen Avenue.



ENLIVEN & SECURE KENNEDY EXPRESSWAY UNDERPASS



Existing conditions under I-90/I-94.



Example of potential underpass treatment.

SAFE & SECURE PASSAGES



- CTA BLUE LINE
- METRA LINE
- KENNEDY EXPRESSWAY
- ≡≡≡ CHICAGO RIVER ACCESS
- ||||| POTENTIAL CORTLAND BIKE LANE CONNECTOR (0.3 mile long)
- ✱ POTENTIAL METRA OVERPASS

CROSS THE METRA TRACKS



Between the Kennedy Expressway and the Chicago River, Metra tracks interrupt the Bloomingdale right-of-way. One option to get across the tracks is to build an overpass. Another option is to connect to the bike lane on Cortland Avenue via the Metra service road and Betsy Court.



Along Metra service road, walking north to Cortland



Cortland Underpass, walking east

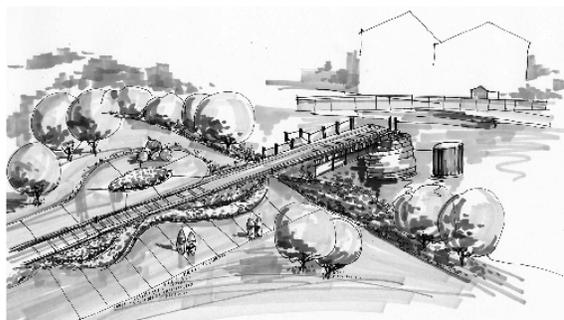


Cortland to Betsy Court, walking east



Betsy Court to Bloomingdale, walking south

ACCESS THE CHICAGO RIVER



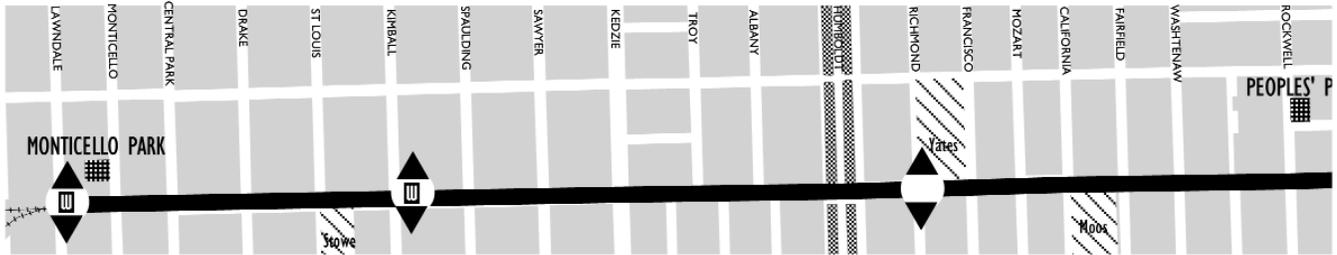
Above: Example of potential river access/trail head treatment.

Below: View from proposed river access/trail head location.

The Bloomingdale Linear Park would provide access to a bend in Chicago River offering a panoramic view up and downstream. A pivoting railroad bridge could be used to create a pedestrian overpass to get to the east bank.



BLOOMINGDALE LINEAR PARK



POTENTIAL ACCESS AT THE YMCA

POTENTIAL ACCESS AT KIMBALL

POTENTIAL ACCESS NEAR YATES CAMPUS PARK



Existing condition at southern end of YMCA parking lot



From YMCA parking lot, looking at the Bloomingdale



Example of potential street access at YMCA



Existing conditions at Kimball: r.o.w. widens



On the Bloomingdale, looking east



Example of potential street access at Kimball

Access ramps should be available at regular intervals from parks, campus parks and streets adjacent to the embankment.

-  STREET ACCESS POINT
-  PARK ACCESS POINT
-  POTENTIAL PARK ACCESS POINT (wider r.o.w.)



Examples of potential street access ramp

ACCESS POINTS



POTENTIAL ACCESS AT CAMPBELL

POTENTIAL ACCESS AT LEAVITT & MILWAUKEE

POTENTIAL ACCESS AT CHURCHILL PARK

POTENTIAL ACCESS AT WALSH PARK

POTENTIAL ACCESS AT ELSTON



Existing conditions at Milwaukee & Leavitt



On the Bloomingdale, looking south



Example of potential street access at Milwaukee



Existing conditions at Churchill Park



On the Bloomingdale, looking north



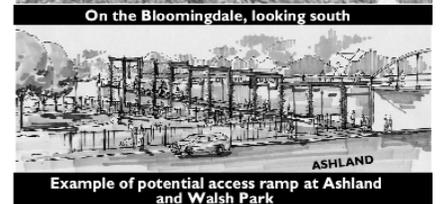
Example of potential park access combined with bleachers



Existing conditions at Walsh Park



On the Bloomingdale, looking south



Example of potential access ramp at Ashland and Walsh Park